DIRECT approach CITATION

MAY 2011

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* Conferences, Updates and more

Cessna Customer Service

Serve - Support - Surpass

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THE DIRECT APPROACH IS PUBLISHED MONTHLY BY THE CESSNA CITATION CUSTOMER SERVICE ORGANIZATION. COMMENTS AND SUGGESTIONS ARE WELCOMED.

PLEASE ADDRESS YOUR COMMENTS TO LOUIS BROWN

316-517-3501 lhbrown@cessna.textron.com

Michelin Tire Scalloping a Known Issue

Team Sovereign has received two reports from customers experiencing scalloping or cupping along the outboard rib of the tread on some Main Landing Gear (MLG) tires. The scalloping or cupping condition is a known issue on some radial tires and is not specific to the type of tires installed on the Model 680.

Cessna previously addressed this subject in an article published in the May 2006 Direct Approach.

The Michelin Air X radial tires installed on Citation Sovereigns are light weight with a strengthened internal carcass design for near zero growth (NZG). Cessna and Michelin conducted a combined study with five sets of NZG radial tires nearly six years ago.

Following the study, the tire manufacturer implemented a change to the tire ply build-up process that decreased the amount of ply-steer forces asserted upon the tire plies. While the design change significantly reduced the tire scalloping or cupping issue, the problem has not been completely eliminated.

Operators should be aware this tire wear condition is not a safety issue and no special inspection(s) are required outside of the scope of what is defined in the Michelin Aircraft Tire Care and Service Manual. Nearly all tires have met the published service life of 300 landings before replacement was required.

Questions, please contact:

Team Sovereign
316-517-1695 (Direct)
1-877-683-7344 (WATS)
team680@cessna.textron.com

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Live in the Mountains, Work Wherever

Tom Oreck knows power and dependability. Now retired as the head of the company founded by his father, David, he pitched Oreck Corporation's U.S.-made vacuums and their merits for decades. His 3-year-old Cessna Citation CJ3 is entrusted with those same qualities, Oreck says.

"We've been extremely happy with the plane. It's honestly one of those things that has exceeded our expectations in just about every category imaginable," says Oreck of the CJ3, which is powered by two Williams International FJ44-3A powerplants. "The engines are just great in terms of fuel efficiency, and they are incredibly reliable."

Oreck should know, as he's often at the controls. Type-rated in the CJ3, he's one of two pilots for the plane and has more than 3,000 hours in aircraft. Even though he is single-pilot qualified, sitting beside him in the cockpit many times is Mike Sneeringer, a veteran pilot with more than 22,000 hours. The power and climbing ability of the CJ3 impress both of them.

"It climbs like a rocket ship," says Oreck, who is now involved in several other business ventures. "Even loaded it climbs right on up, goes all the way up to FL450 and then accelerates."

Unusual Flying Background

He lives in Asheville, N.C., with his family and regularly flies from that mountain city to Philadelphia, where he does work on the QVC shopping network, to Olean, N.Y., home of Cutco Knives, where he's a member of the board, and to other locations across the country. The Citation CJ3 serves him well, but his path to business flying was unconventional.

"Yeah, it's pretty odd," he relates. "I had a commercial glider rating before I ever flew a power plane. I used to fly in competition, regionally. I had a commercial so that I could do demo runs. After flying gliders I learned to fly about 1975, and put a lot of time in a Decathlon doing aerobatics and then flew a Christen Eagle doing aerobatics, then moved into Cirrus, a Pilatus PC12, and then the Citation."

In 2005, when Oreck Corp. was headquartered in New Orleans with its manufacturing operation in Mississippi, Hurricane Katrina hit. More than 30 of its employees lost their homes and all their possessions. Eventually due to insurance rates and other factors, the company moved to Nashville.

Originally a New Yorker, Oreck eventually settled in Asheville and is pleased with the decision. "We like that part of the country. Basically, I can work all over the country doing what I'm doing, which is working for different companies doing branding, multichannel distribution strategies, and that sort of thing."

Asheville is "not off the grid, but it's not totally on the grid from a commercial airlines standpoint. It's not an international airport; it's regional airport."

Worth It

When he first got the CJ3, "I didn't think it was going to be that big of a difference. I only did it because I actually always wanted to fly jets and was looking for a good excuse. It turns out that it really has made a difference in terms of my family and me being able to live where we want, and still be able to engage in business activities that take me all around the country, and be able to do it efficiently. It clearly costs less to take the airline, but for me, being able to do these things and spend more time at home as a result it's worth it – very much worth it."

Oreck's family includes an adult daughter who is an emergency room doctor in New Orleans and a 1-year-old granddaughter. He also has a 10-year old daughter, a 9-year old son and a 5-year old daughter.

"We love the country. We love the mountains. Asheville has a great feel to it, very eclectic. Some aspects of it are kind of a throwback to the '60s, honestly. And there are very nice people, easy pace, and at the same time very conscious of energy issues."

Cessna Service Delivers

Oreck is impressed with his Citation's

PLEASE SEE NEXT PAGE

performance: "The CJ3 so outperforms what Cessna was promising. If I had any one thing that I would have loved to have seen on the CJ3, it would have been higher VMO, which it could support, over 300 instead of 278. Even at 40,000 feet you have to pull it out of the cruise detent or you're going to over speed."

For engine and other service, both Oreck and Sneeringer turn to the Citation Service Center in Greensboro, N.C., and have had work done in Orlando and Wichita as well. "The service centers have been great," Oreck says. "They are extremely responsive, and it's been a great experience."

A positive recent experience involved an engine diffuser upgrade. "It wasn't causing us any problems; it was just replaced and everything was excellent," Oreck says.

"We were one of the first CJ3s to have that done," says Sneeringer of the upgrade. "Williams sent people to Greensboro. The cooperation was unbelievable. They worked around our schedule and did the work and actually finished it quicker than we expected, sooner than promised."

"And, that's the way Cessna is, too," Sneeringer says. "We've been just delighted with everything we've had done at the service centers."

QUESTIONS, PLEASE CONTACT:

Greensboro Citation Service Center
877-859-4GSO (877-859-4476)

Wichita Citation Service Center
877-857-4ICT (877-857-4428)

Orlando Citation Service Center
877-851-4MCO (877-851-4626)

Factory Painters Now Also Repainting Citations

The Cessna Aircraft factory in Wichita, experienced at painting more than 6,000 new Citations over the years, is now also repainting pre-owned aircraft through the Cessna Citation Service Center located in Kansas' biggest city.

Just in the past year, Cessna painted 175 of the iconic brand new business jets and in some years that total has approached 500. Through the years the factory has painted more business jets than any other operation in the world.

Now, they are taking that institutional knowledge and expertise and applying it to repainting pre-owned Citations that are brought back to the factory through the Cessna Citation Service Center in Wichita. This year alone, Cessna plans to repaint as many as 75 owner aircraft.

That is important for owners because a well-maintained paint job protects airplanes from corrosion and resulting structural damage while it protects the value of these important business tools. And Cessna is the first aircraft manufacturer to make its production paint capabilities and experience available to the aftermarket.

Keeping Up With Fleet Growth

"As the Citation fleet has grown and increased our activity in Wichita, we have been able to tap the capacity that is literally next door at the factory for all our aircraft painting requirements," says Stan Younger, vice president of Service Facilities for Cessna's Citation maintainer network. "Now the Wichita Cessna Citation Service Center offers a single stop for all painting needs coupled with our extensive interior refurbishment capabilities and our RightNow Interiors program."

"Customers who bring their Citations to the Wichita Cessna Citation Service Center can be confident in knowing their Citations will emerge from the repainting process looking like they were new from the factory because the same professional paint team will be doing the work," Younger says.

Cessna has dedicated physical capacity to support a large volume of aftermarket paint needs. Under Cessna's RightNow Interiors program, the Wichita Cessna Citation Service Center also stocks preselected, certified interior design materials, eliminating long lead times otherwise necessary to order materials for interior refurbishments. That way, Citations owners and operators can schedule both procedures simultaneously, reducing downtime.

Bringing Out the Best

Sometimes owners and operators don't always know if their glossy new paint job was done right or if it just covers surfaces that weren't prepared correctly for the shiny coating. Cessna's focus, though, is making certain the job is done right the first time. The Cessna experts that paint new aircraft are also expert at bringing out the best in aircraft that have accumulated many hours at altitude and in the sun.

A high-quality aircraft-refinishing job has three basic phases: Preparation, Application and Finish. Preparation is the most involved and is critically important to the success of the following two stages. Basic prep involves eight steps: mask, strip, wash, etch and alodine, wash again, mask again, prime and fill. In practice, the prime and fill steps are repeated over and over until the surface is glass smooth.

The second phase applies the actual paint or coating, first as a base layer applied in multiple coats, followed by the striping and other design work. Finally comes the Finish phase. The paint is polished and rubbed out to eliminate any imperfections. Paint issues such as incomplete coverage, blemishes, runs or drips and texture issues such as orange peel are dealt with. When the final product is deemed excellent, the aircraft is prepped for delivery to the customer.

The precision processes and quality coatings layered properly on pre-owned Cessna Citations also bring out the best in previously flown versions. Because the finest paint job in the world can't completely eliminate corrosion issues after years of flying in all kinds of meteorological conditions, Cessna recommends that owners and operators schedule stripping, inspecting and repainting periodically. In between paintings, cosmetic touch-ups also help stave off corrosion.

For additional information call: 866-490-4PAINT (866-490-4724)

PLEASE SEE NEXT PAGE

Bad Paint Causes Problems

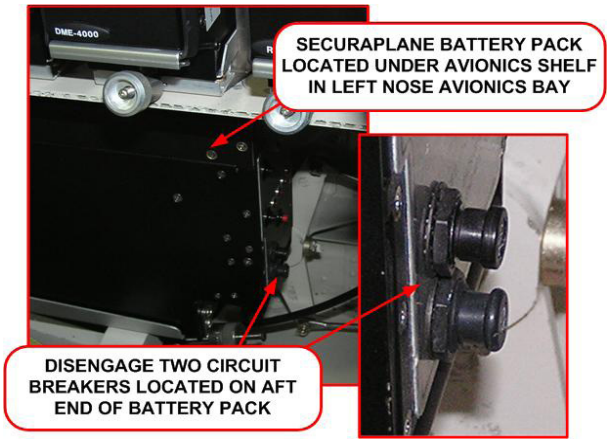
That's important because deteriorating paint and corrosion can interfere with navigation and communications in the cockpit and also cause altitude errors as paint anomalies can affect data from static ports. With 6,000 paint jobs under their belts, Cessna experts literally wrote the book on how new Citations are painted and how they need to be repainted. "This isn't magic," says Cessna VP Younger, "but it is adhering to quality processes along with developing a refined artistic technique. Mastering that technique comes over time with repetition honed to perfection over the past 30-plus years. In the end we give each customer another beautiful Citation."

For a white paper on Cessna's repainting process go to: support.cessna.com

560XL, ATA: 24-60

Tip To Prevent a Drained Securaplane Battery Pack

Citation XLS+ operators with a Securaplane battery pack installed should disengage the battery pack circuit breakers if the aircraft is powered-off and inactive for more than three days. The disengaged circuit breakers will prevent parasitic drain of the battery charge if the airplane's electrical system is not energized for an extended period of time.


SECURAPLANE BATTERY PACK LOCATED UNDER AVIONICS SHELF IN LEFT NOSE AVIONICS BAY
DISENGAGE TWO CIRCUIT BREAKERS LOCATED ON AFT END OF BATTERY PACK

To disengage the battery pack circuit breakers, use the following procedure:

1. Open the left nose avionics door to get access to the battery pack.
2. On the battery pack, disengage the CB 1 and CB 2 circuit breakers.
3. Install a circuit breaker collar attached to a visible "REMOVE BEFORE FLIGHT" streamer.
4. Close the left nose avionics door.

Operators should be aware if the flight crew inadvertently does not engage the battery pack circuit breakers, the system will not pass the preflight checks performed according to the approved Pilot's Abbreviated Checklist or Airplane Flight Manual (AFM).

Note: The REMOVE BEFORE FLIGHT streamers can be obtained from a local retailer such as Sporty's, skygeek.com, or pilotshop.com.

Questions, please contact:

Team Excel
316-517-1400 (Direct) 877-560-3960 (WATS) teamxl@cessna.textron.com

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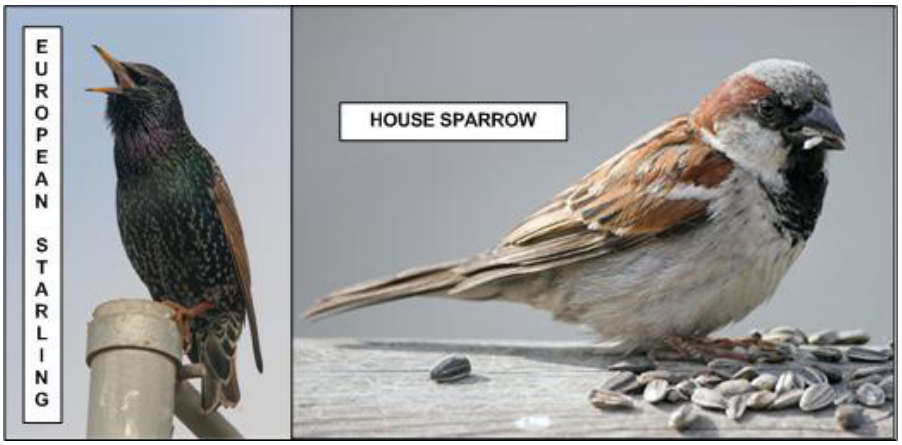
Be a Bird Watcher

With warmer weather now in place in many areas, operators should inspect their aircraft more frequently for the telltale signs of bird activity through the spring and into mid-summer. Some bird species such as the European Starling and the common House Sparrow instinctively seek out nesting cavity locations safe from predators. Small hollow spaces offered by a parked airplane can seem like an ideal location for these nuisance birds to nest.



A bird nest left unchecked in an airplane can result in costly maintenance and damage. By blocking cooling airflow the nesting materials can cause critical aircraft systems to overheat. Also a bird nest can interfere with flight control movements.

Starlings which are particularly known to be untidy nesters will use all sorts of trash-type debris that can collect moisture and introduce foreign objects into the airfoil and fuselage structures. Combined with bird droppings containing uric acid, the presence of birds elevates a real potential for airframe corrosion to develop, including damage to exterior paint.

Preflight Tips

Look for bird traffic leaving and returning to the airplane. Bird droppings may be discovered on the exterior surfaces and/or under the airplane. Another clue might be the loose clusters of grass or debris found under or around the airplane that normally would not be at that location.

Operators conducting a preflight check can utilize a flashlight or mirror, (reflecting the sunlight,) to look into any air inlet, exhaust, cavity, or hole that might be conductive for bird shelter. Birds can be persistent in squeezing themselves into tight places so it is good advice to look carefully into gaps around the flight controls and landing gear wells.

If a bird nest is discovered during preflight, the location determines what needs to be done before and after dispatch. If the nest is located in the airframe or landing gear wells, nesting material can generally be removed at the next scheduled maintenance period or inspection. However, if the nesting material is found in an area that can affect flight control movements or could cause a system to overheat, the foreign matter must be removed completely before flight.

In addition, be aware that birds are very persistent once they chose a nesting site. Birds do not associate the removal of the nest as deterrent to stop building another nest. Due to an over-powering behavior to procreate, birds are more than capable of producing headaches for general aviation personnel throughout the nesting season.

Questions, please contact:

Customer Service Hot Line
1-800-835-4090
316-517-6261 (International)
hotline@cessna.textron.com

Facility Spotlight

San Antonio Citation Service Center Reaching Out

With a 50 percent share of maintenance for the 350 Cessna business jets in the region, San Antonio Citation Service Center General Manager Bobby Jones is looking for even more.

Cessna's Texas location is in a hiring mode and has 110 employees working throughout the 24/7 shifts, about 65 of them A&Ps, along with 10 avionics specialists. That doesn't count a number of technicians assigned to Mobile Service Units positioned in Fort Worth and Houston that also take care of the Citation fleet in the Texas region and expand the reach of Cessna's brick-and-mortar facilities.

Dedicated Staff

"Our staff is made up of dedicated people that go the extra mile," he says. "At the end of the shift if a mechanic is nearly at the finishing point of a job, he will often stay and complete the job and not go home due to being hot and tired. We really feel that air conditioning is a worthwhile thing."

And he attributes some of the facility's success which turns out 140 Citations a month, on average - in part to air conditioning the 40,000 sq. ft. hangar when the south Texas summers heat up. The highs average over 80 degrees seven months of the year with four months into the 90s. Sometimes the Texas night don't get much cooler either - important when a facility operates 24/7 to meet customer needs.

Extra Training

The working conditions and the extra training that Citation mechanics and technicians get translate into happy employees – and happy employees lead to happy customers. XCEL Jet Management President Gerry Klingman, a former Air Force officer with more than 7,500 flight hours, uses San Antonio for 99 percent of the maintenance on the company's Citation XLS, based east of Dallas in Longview.

"Occasionally we'll go to different service centers through the convenience of a trip," Klingman says. "But my No. 1 service center is San Antonio. ... I've developed a good working relationship with the guys down there. They provide excellent customer service."

The Texas location was the inspiration for Cessna's Mobile Service Units that now dot the North American and European landscape and have transformed how MRO providers deliver maintenance service to business jet customers.

After the Wichita location, San Antonio was the first Citation Service Center to install AdViz on a legacy aircraft, the first to retrofit a Citation 525 with the G1000 and the first to put rakish winglets on the already fast Citation X. The facility also does major paint touch-ups and restriping.

"We have to look for ways and do whatever we can do to make our customers successful. That's what ensures our success. The customers rely on us to do that and that's how we meet their needs. The corporate pilot, he's answering to his boss or the owner, and he's under the gun if the airplane's not ready to fly when they need it to fly. By keeping our promises, keeping the schedule and making sure that the work's all done right the first time, we make them successful because they can go make their missions."

The center still has about 40 percent of the employees who joined in the first few years after the facility opened nearly 25 years ago. As GM Jones says, "When you're in South Texas and you've got the only air-conditioned hangar around, that's a good draw for talent."

As Jones says, "It goes back to happy employees are productive employees."

For additional information call: San Antonio Citation Service Center 877-821-4SAT (877-821-4728)

Weather Related Erroneous Airspeed and Altitude Indications

Team Sovereign reminds operators that weather conditions can play a significant role in causing erroneous or split airspeed indications in the cockpit while on the ramp and during taxi operations. Here are two examples of these conditions:

High Surface Wind Speeds

Split airspeeds can be indicated during taxi in high wind conditions. If a quartering head wind is present to the direction of taxi, a split in airspeeds may be noted. Flight crews should be aware that this situation is normal and will correct itself when the aircraft is aligned with the runway.

Heavy Rain Conditions

Normal airspeed indications will usually show 30 knots when the aircraft is powered-up and is sitting still or during taxi. However, erroneous airspeed or altitude indications can be seen if an aircraft has been parked for a period of time in heavy rain. Moisture can accumulate in the pitot-static system causing abnormal airspeed or altitude indications on both Primary Flight Displays (PFDs) and Multi-Purpose Control and Display Unit (MCDU) screens after power-up.

The flight crew is aware of the static system drains and their locations, which is part of the pre-flight normal walk-around inspection. Crews will usually check that the spring-loaded drains are in the closed position only and will not open them to make sure there is no moisture in the system.

Team Sovereign recommends if an aircraft has been parked in heavy rain to open both static system drains whether erroneous airspeed/altitude indications are seen or not. Opening and closing the static system drains will ensure there is no moisture in the system. This extra step in the pre-flight preparations can reduce the potential of an aborted mission due to erratic airspeed or altitude indications.

Note: Opening and closing the static system drains does not require a pitot/static leak check.

Questions, please contact:

Team Sovereign
316-517-1695 (Direct)
1-877-683-7344 (WATS)
team680@cessna.textron.com

Honeywell SIL Includes Citation X Fleet

Honeywell has issued a letter informing operators a recent revision to Honeywell Service Information Letter (SIL) D201011000003 now includes airplanes with the NZ-2000/FMZ-2000 Flight Management System (FMS) installed.

The manufacturer originally released the SIL late last year after reports of FMS anomalies causing the autopilot/flight director to turn the aircraft in the opposite direction from the correct guidance information displayed on the MFD.

Operators should be aware that the known conditions for the software anomaly to occur causing the FMS to incorrectly fly the published terminal area procedures have been the following:

- Procedures containing right turn ARC legs (FMS turns left)
- Procedures containing a course change nearly 180 degrees or more, excluding holding patterns and procedure turns which are flown correctly
- Procedures containing common waypoints between departure, arrival, and/or approach segments

Honeywell is working to prevent the problem from occurring by analyzing and removing known procedures from the navigation database that can cause incorrect guidance.

Flight crews are cautioned when flying any procedures using the FMS to monitor the aircraft guidance to make sure the turn direction is consistent with the published procedure(s). According to Honeywell, crew members should also use the following procedures:

1. Verify availability of procedures in the database when preflight planning.
2. Compare and monitor the charted procedure with the active flight plan.

Questions, please contact:

Team X
316-517-5650 (Direct)
1-888-622-4789
citationx@cessna.textron.com

Goodrich Issues SIL for Toluene Free Adhesive

500, 510, 525, 525A, 525B, 525C, 550, S550, 560 and 560XL, ATA: 30-10

Goodrich Corporation has issued SIL 2011-01 to inform operators against using "Toluene Free" 3M Scotch-Weld™ Contact Rubber Adhesive 1300 L to bond deicer components to aircraft surfaces.

Note: The toluene free adhesive was first introduced to certain markets by a European-based division of 3M more than a year ago as a more environmentally friendly product.

Goodrich recommends that customers purchase the 3M Scotch-Weld™ Neoprene High Performance Rubber and Gasket Adhesive 1300L with Toluene from their distributor of choice.

The "Toluene Free" 3M Scotch-Weld™ Contact Rubber Adhesive 1300 L container is identified with a red square to the right of the Scotch-Weld™ label. The original adhesive with Toluene does not have the red square. Goodrich's letter provides photographs of both 3M labels to help operators identify the correct adhesive.

The letter also informs operators that concern regarding the toluene free 3M adhesive has been shared by RUAG Aerospace of Switzerland. RUAG tested and then released a service information letter stating that the toluene free product "achieved significant lower adhesive strength for bonding." In addition, the RUAG document mandates operators to follow the approved SRM repair instructions using only the approved adhesive 3M Scotch-Weld™ 1300L with Toluene.

Questions, please contact:

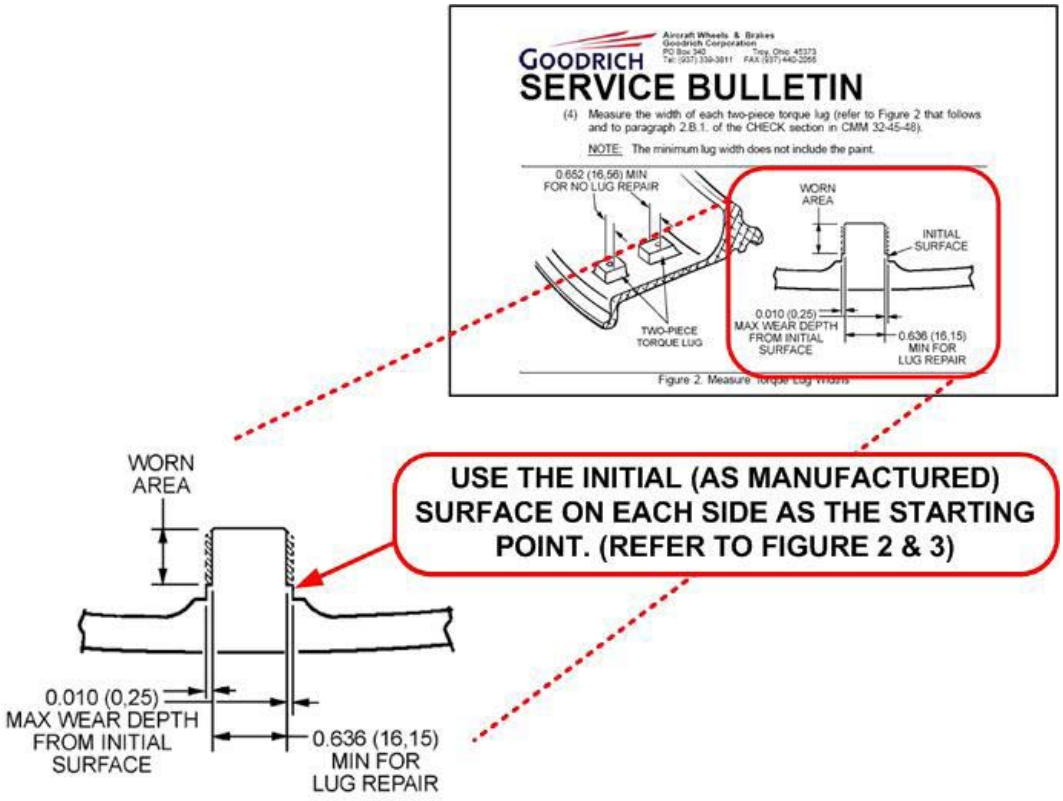
Goodrich Corporation
330-374-3040 (Telephone)
330-374-2290 (Fax)
www.goodrich.com

Goodrich Torque Lug Repair Explained

Team Excel has received inquiries regarding the torque lug repair process described on pages 5 – 6 in Goodrich service bulletin SB 3-1571-32-7, which is transmitted by mandatory service bulletin SB560XL-32-41. Operators should understand that the INITIAL SURFACE described in the bulletin is the original manufactured surface. This area will remain untouched from wear as it is not in contact with the brake inserts; and will be used as the reference point for the measurement and machining if required. By using the original manufactured surface as a reference point – the lug location centerline will remain as is, ensuring the integrity of the original design specifications.

Step 3 B. C. (1) of the Accomplishment Instructions of the Goodrich document states:

"Machine the two-piece torque lug for the installation of an oversize insert, P/N 170-665. Machine the full length of each side of the two-piece lug to 0.010 inch (0.25 mm) depth. Use the initial (as-manufactured) surface on each side as the starting point (refer to Figure 3). Do not use the screw hole in a lug as the exact center of the lug."


GOODRICH
SERVICE BULLETIN
(4) Measure the width of each two-piece torque lug (refer to Figure 2 that follows and to paragraph 2.B.1. of the CHECK section in CMM 32-45-48).
NOTE: The minimum lug width does not include the paint.
0.652 (16,56) MIN FOR NO LUG REPAIR
WORN AREA
INITIAL SURFACE
TWO-PIECE TORQUE LUG
0.010 (0,25) MAX WEAR DEPTH FROM INITIAL SURFACE
0.636 (16,15) MIN FOR LUG REPAIR
Figure 2. Measure Torque Lug Widths
WORN AREA
USE THE INITIAL (AS MANUFACTURED) SURFACE ON EACH SIDE AS THE STARTING POINT. (REFER TO FIGURE 2 & 3)
0.010 (0,25) MAX WEAR DEPTH FROM INITIAL SURFACE
0.636 (16,15) MIN FOR LUG REPAIR

Note: Regarding wheel part numbers, operators need to be aware that compliance with service bulletin SB560XL-32-41 requires that recommended service letter SL560XL-32-18 must be accomplished first. The wheel lock ring is replaced in the letter, changing the wheel assembly part number from 3-1571-1 & -2 to a part number 3-1571-3 & -4 respectively. Subsequently, SB560XL-32-41 requires the wheel assemblies to be in the -3 and -4 configuration.

Questions, please contact:

Team Excel
316-517-1400 (Direct)
1-877-560-3960 (WATS)
teamxl@cessna.textron.com

Wing Inspection Task Includes All Model 500 Aircraft

Operators should be aware of an error in Chapter 57, Wings – Inspection/Check, of the Model 500 Maintenance Manual. The title of Task 57-00-00-262, "Wing Aft Spar X-Ray Inspection (Airplanes -0001 thru -0538)" is a typographical error, and should include the entire Model 500 fleet, including airplanes 500-0539 thru -0689.

The Item Code 571003 task requires an x-ray inspection for fatigue cracks in the lower flange of the wing aft spar and jack pad fasteners at WS 121.07. The inspection is conducted at the Phase 24 interval, which occurs at the first 10,000 flight hours, and then every 3,000 flight hours thereafter.

A change request has been submitted to Technical Publications to revise the error in the maintenance manual. For the interim, all affected Model 500 operators should review aircraft logbooks to verify the compliance of this task at their earliest convenience.

Questions, please contact:

Customer Service Hot Line
1-800-835-4090
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Questions? Comments? Scheduling?

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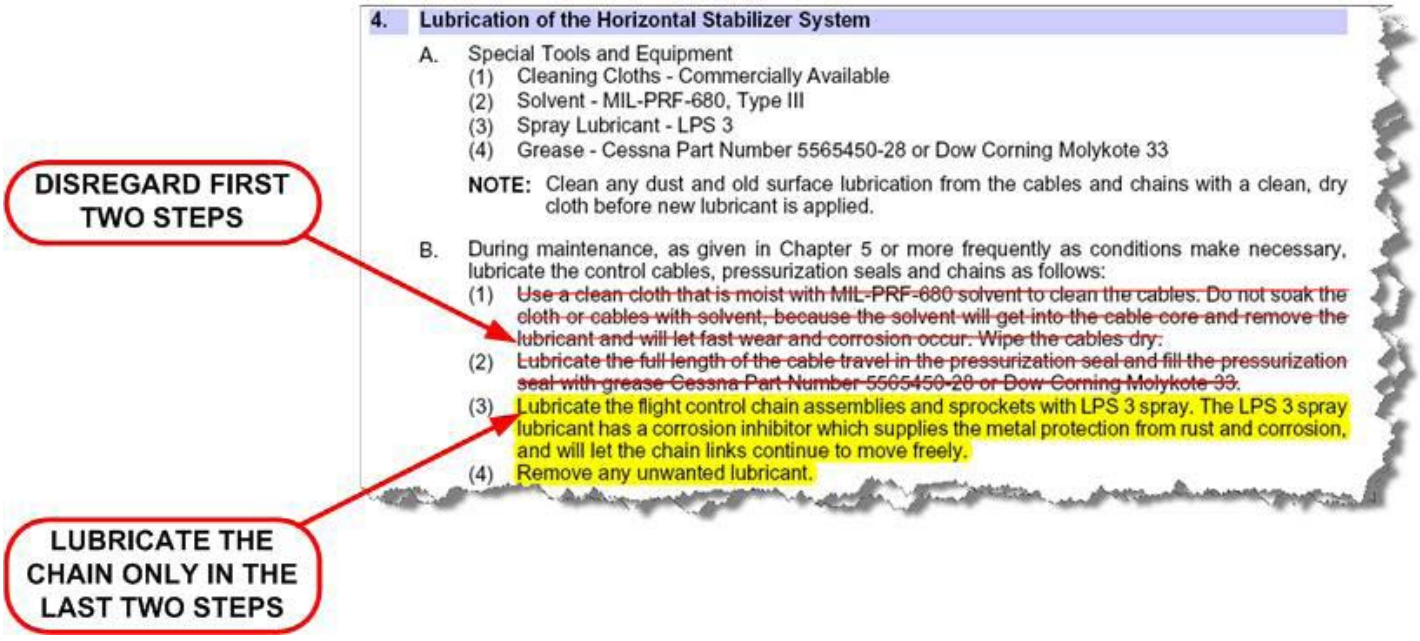
Lubricate Chain Only

Due to an inadvertent duplication in procedures, a change is necessary for Model 680 horizontal stabilizer servicing procedures. Operators performing lubrication tasks related to the horizontal stabilizer system may notice that the Model 680 Maintenance Manual has some errors.

Task 27-40-00-640, "Lubrication of the Horizontal Stabilizer System" has a link to Step 4 in the Chapter 12, "Flight Controls Lubrication – Servicing" procedures section. Instructions provided in the manual advise technicians to lubricate the cable system, pressure seal, and chains. There are no cable system or pressure seals installed on the Sovereign horizontal stabilizer system, therefore only the chain needs to be lubricated.

When the maintenance procedures for the Model 680 were established, the standardized format for the procedures were inadvertently duplicated for the horizontal stabilizer system as a general lubrication requirement for all flight control cables and chain assemblies.

CHAPTER 12, "FLIGHT CONTROLS LUBRICATION - SERVICING"



4. Lubrication of the Horizontal Stabilizer System

A. Special Tools and Equipment
(1) Cleaning Cloths - Commercially Available
(2) Solvent - MIL-PRF-680, Type III
(3) Spray Lubricant - LPS 3
(4) Grease - Cessna Part Number 5565450-28 or Dow Corning Molykote 33

NOTE: Clean any dust and old surface lubrication from the cables and chains with a clean, dry cloth before new lubricant is applied.

B. During maintenance, as given in Chapter 5 or more frequently as conditions make necessary, lubricate the control cables, pressurization seals and chains as follows:
(1) ~~Use a clean cloth that is moist with MIL-PRF-680 solvent to clean the cables. Do not soak the cloth or cables with solvent, because the solvent will get into the cable core and remove the lubricant and will let fast wear and corrosion occur. Wipe the cables dry.~~
(2) ~~Lubricate the full length of the cable travel in the pressurization seal and fill the pressurization seal with grease Cessna Part Number 5565450-28 or Dow Corning Molykote 33.~~
(3) Lubricate the flight control chain assemblies and sprockets with LPS 3 spray. The LPS 3 spray lubricant has a corrosion inhibitor which supplies the metal protection from rust and corrosion, and will let the chain links continue to move freely.
(4) Remove any unwanted lubricant.

A change request has been submitted to Technical Publications to revise the servicing procedures. In the interim, operators should disregard steps 4.B (1) and 4.B (2) until the maintenance manual can be revised.

Questions, please contact:

Team Sovereign
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